

COTTAM & Co.,
GENERAL OUTFITTERS, &c.
ARE SHOWING
A very Cheap Line
IN TENNIS SHOES,
DECK SHOES,
WALKING SHOES,
&c. &c. &c.

The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES NO. 553 日一廿月二年三十二號光

TUESDAY, MARCH 23, 1897.

二月廿三日三月廿三日

THIRTY DOLLARS
PER ANNUM.

JOB PRINTING.
THIS department of the
Hongkong Telegraph
Having been reorganized with a
large assortment of type, orders
can now be executed quickly
and in the best style.
Address—6, Pedder's Hill,
Hongkong.

BANKS.

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000
Subscribed Capital £500,000

HEAD OFFICE—HONGKONG.

Court of Directors—
D. Gillic, Esq. Chow Tung Shang, Esq.
H. Stoltzroth, Esq. Kwan Ho Chuen, Esq.
Chau Kit Shan, Esq.
Chief Manager, GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
Hongkong, 23rd October, 1893.

HONGKONG AND SHANGHAI
BANKING CORPORATION.

Paid-up Capital \$10,000,000

Reserve Fund \$3,500,000

Reserve Liability of Proprietors \$10,000,000

Court of Directors :
St. C. Michalek, Esq.—Chairman.
Hon. J. J. Bell-Irving, Deputy Chairman.
C. Beurmann, Esq. A. I. Raymond, Esq.
G. D. Bösing, Esq. R. L. Richardson, Esq.
G. H. Dodwell, Esq. D. R. Sisson, Esq.
R. M. Gray, Esq. R. Shawan, Esq.
A. McCoschie, Esq. N. A. Stebb, Esq.

Chief Manager :
Hongkong—T. JACKSON, Esq.

Manager :
Shanghai—J. P. Wade Gardiner, Esq.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED

On Current Account at the rate of 2 per Cent.

per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS :

For 3 months, 2½ per Cent. per Annum.

For 6 months, 3½ per Cent. per Annum.

For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 27th February, 1897.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI

BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3½ per

Cent. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895.

THE CHARTERED BANK OF INDIA,

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHARE-

HOLDERS £800,000

RESERVE FUND £350,000

INTEREST ALLOWED on CURRENT

ACCOUNT at the rate of 2 per cent. per

Annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.

" " " 6 " 3½ "

" " " 3 " 3½ "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 10th October, 1896.

For Sale.

FOR SALE.

EX S.S. "TACOMA"

GOOD AND PURE BEER.

From the MINNEAPOLIS BREWING CO., U.S.A.

GOLDEN GRAIN BELT LAGER BEER,

EXTRA PALE.

In Cases of 4 doz. Quarts or 6 doz. Pints at \$1.

One WATERBURY NICKEL WATCH will be

given away with every two cases of Beer.

Family and Pocket Coin Purses will be

supplied, and sample bottles given to consumers.

BARRETT & Co.,

sole Agents for the

MINNEAPOLIS BREWING CO.

Hongkong, 8th March, 1897.

MANAGER.

KUHN & KOMOR,

JAPANESE FINE ART CURIOS,

21 & 23, QUEEN'S ROAD, HONGKONG,

35, WATER STREET, YOKOHAMA

and

36, DIVISION STREET, KORE.

Hongkong, 15th March, 1897.

Intimation.

MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS,

"EXCELSIOR," HONGKONG.

A. B. C. Code.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN

QUEEN'S ROAD.

TIFFIN AT 1 P.M.

ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in

PRIVATE DINING-ROOMS.

For further particulars apply to

THE MANAGER,

MOUNT AUSTIN HOTEL.

Hongkong, 5th July, 1897.

INSURANCES.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

Authorised Capital £1,000,000
Subscribed Capital £500,000

HEAD OFFICE—HONGKONG.

Court of Directors—

D. Gillic, Esq. Chow Tung Shang, Esq.

H. Stoltzroth, Esq. Kwan Ho Chuen, Esq.

Chau Kit Shan, Esq.

Chief Manager,

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.

Hongkong, 23rd October, 1893.

INTEREST ALLOWED

ON CURRENT RATES AT CURRENCE.

SIEMSSSEN & Co.

Hongkong, 28th May, 1895.

THE MANCHESTER FIRE INSURANCE
COMPANY.

ESTABLISHED A.D. 1824.

CAPITAL £2,20,000

TOTAL FUNDS AND SECURITY £4,80,053

NET ANNUAL FIRE PREMIA £75,473

HAVING been appointed AGENTS of the above

Company we are prepared to accept First

Class FOREIGN and CHINESE RISKS at

CURRENT RATES.

LETTUCE, WISE & Co.

Agents.

Hongkong, and January, 1897.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,
LIMITED.

Lee Sing, Esq. LO YEE MOON, Esq.

LOU TSU SHUN, Esq.

MANAGER—HO AMEL.

HEAD OFFICE—HO AMEL.

MARINE RISKS on GOODS, &c., taken

at CURRENT RATES to all parts of the

World.

HEAD OFFICE, 8 & 9, PRAYA WEST,

Hongkong, 19th December, 1897.

NOTICE.

THE MAN ON INSURANCE COMPANY,
LIMITED.

CAPITAL SUBSCRIBED \$1,000,000

The above Company is prepared to accept

MARINE RISKS at CURRENT RATES on GOODS,

&c., Policies granted to all Parts of the world

payable at any of its Agencies.

CHAU TSUENG FAT,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.

Hongkong, 20th May, 1897.

NOTICE.

THE CHINA ASSOCIATION,
HONGKONG BRANCH.

MEETING OF MEMBERS will be held

at the ROOMS of the CHAMBERS OF

COMMERCE on THURSDAY, the 25th instant,

at NOON, for the purpose of receiving the

Report and Statement of Accounts for the past

year, and electing a Committee.

F. HENDERSON,
Hon. Secretary.

Hongkong, 19th March, 1897.

NOTICE.

THE FIFTEENTH ORDINARY

ANNUAL MEETING of the SHARE-

HOLDERS of the COMPANY will be held at the

OFFICES of the GENERAL AGENTS, Pedder's

Street, at 12.30 P.M., on SATURDAY, the 27th

March, for the purpose of receiving their Report

and a Statement of Accounts to 31st December,

1896.

The TRANSFER BOOKS of the Company

will be CLOSED from the 13th to 27th March,

1897, both days inclusive.

JARDINE, MATHESON & Co.,

General Agents.

Hongkong, 6th March, 1897.

Eo-dap's
Advertizements.

THEATRE ROYAL,
CITY HALL
SOCIETY'S REUNIONS
A MAGNIFICENT SUCCESS
A GREAT AND GLORIOUS RECEPTION.

HUDSON'S SURPRISE
PARTY.

THE DONATORS OF MIRTH AND MUSIC
STAR ARTISTS

A GREAT DEMONSTRATION
Accorded by a packed house on Saturday Night
to witness this unique and amusing
entertainment.

Two Hours of Incessant Music and Laughter,
Overflowing with Life and Action.
A Perpetual Flow of Mirth. Transforming
Tears into Laughter.

A BLIZZARD OF SHRIEKES AND LAUGHS.
Fun beyond all Imagination.
And, "Don't you forget it!"

TO-NIGHT! TO-NIGHT! TO-NIGHT!!!
MONSTER CHANGE OF PROGRAMME.

PRICES OF ADMISSION:—\$3; \$2 & \$1.
Box Plan at Messrs. W. RONALD & Co.'s
Music Warehouse.

Doors Open at 8.30. Smiling Begins at 9.15.
THOS. P. HUDSON,
Hongkong, 23rd March, 1897. 1499

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship
"DORIC"

are hereby notified that their Goods are being
landed and stored at their risk in the Company's
Godowns at Wan Chai, from whence delivery may
be obtained on countersignature of Bills of
Lading.

Goods remaining unclaimed after the 30th
instant, will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN,
Agent.

Hongkong, 23rd March, 1897. 1500

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI, via SWATOW.

THE Company's Steamship

"WOOSUNG."

Captain Jones, will be despatched as above TO-
MORROW, the 24th instant, at Noon.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents,
Hongkong, 23rd March, 1897. 1485

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.

THE Company's Steamship

"NAMOA."

Captain Hall, will be despatched for the above
Ports on THURSDAY, the 25th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 23rd March, 1897. 1501

CHINA NAVIGATION COMPANY,
LIMITED.

FOR FOO CHOW.

THE Company's Steamship

"KANS."

Captain Sommerville, will be despatched as above
above on THURSDAY, the 25th inst., at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents,

Hongkong, 23rd March, 1897. 1502

Notifications.

DAKIN, CRUICKSHANK &
COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.
SODA WATER.

LEMONADE.

GINGER ALE.
SARSAPARILLA.

R ASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear compari-
son with the best English Manufactures.

Special terms to HOTELS, CLUBS, MEETINGS and
other Large Consumers.

Any complaints should be addressed to the
Manager.

Hongkong, 1st March, 1897. 1392

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG
TELEGRAPH" ARE MOST RESPECTFULLY
REMINDED THAT ALL SUBSCRIPTIONS
MUST BE PAID IN ADVANCE.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions,
Advertisements, &c., be addressed to the "Manager, Hongkong
Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and
not to individual members of the staff.

Communications intended for publication must be accompanied by
the name and address of the sender, not necessarily for publication,
but as evidence of good faith.

Whilst the columns of the Hongkong Telegraph will always
be open for the free discussion by correspondents of all questions
affecting public interests, it must be distinctly understood that
the paper will not in any way hold itself responsible for
opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for
insertion in this day's issue not later than Three o'Clock so as
not to retard the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a
fixed period will be taken for a month.

The Hongkong Telegraph has the largest circulation of any
English newspaper published in the Far East, and is therefore the
best medium for Advertisers. Terms can be learnt on application.

The Hongkong Telegraph's number at the Telephone Central
Exchange is No. 1. Telegraphic address—"Telegraph".

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

W I N E S
AND
S P I R I T S.

ALL these are selected by our London House,
bought direct at first hand, imported in wood
and bottled by ourselves, thus saving all inter-
mediate profits, and enabling us to supply the
best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on
Application.

P O R T after removal should be rested a month
before use. When required for drinking at
once it should be ordered to be decanted at
the DISPENSARY before being sent out.

S H E R R Y.—Excellent Dinner and Alter Dinner
Wines of very superior Vintages. All are
true Xeres Wines.

C L A R E T.—Our Claret, including the lowest
Priced, are guaranteed to be the genuine
product of the juice of the grape and are not
artificially made from raisins and currants,
as is generally the case with Cheap Wines.

B R A N D Y.—All our Brandy is guaranteed to be
pure COGNAC, the difference in price being
merely a question of age and vintage.

W H I S K E Y.—All our Whiskey is of excellent
quality and of greater age than most brands
in the market. THE SCOTCH WHISKY
marked "E." is universally popular, and is
pronounced by the best local connoisseurs
to be superior to any other brand in the
Hongkong market.

We only guarantee our WINES and SPIRITS
to be genuine when bought direct from us in the
Colony or from our authorized Agents at the
Coast Ports.

A. S. WATSON & CO., LTD.
THE HONGKONG DISPENSARY.
Hongkong, 15th September. 1897. 16

B I R T H S.

At Tientsin, on the 7th instant, the wife of J.
Marshall Stratton, of a son.

At Tientsin, on the 8th instant, the wife of D.
Poyntz Ricketts, of a son.

On the 9th instant, at Her Majesty's Consulate,
Amoy, the wife of Lieutenant J. K. Laird, R.N.,
H.M.S. "Dolphin," of a daughter.

On the 10th instant, at Newchwang, the wife of
W. Sloane, of a son.

At No. 4, Hengkong Road, on the 16th instant,
the wife of E. P. Wickham, of a daughter.

At No. 8, Seward Road, Shanghai, on the
17th instant, the wife of Leonard J. Day, British
and Foreign Bible Society, of a son.

The Hongkong Telegraph

HONGKONG, TUESDAY, MARCH 23, 1897.

TELEGRAMS.

R E U T E R ' S M E S S A G E S .

THE STRAITS SETTLEMENTS.

LONDON, March 21st.
Colonel Arthur Alexander has been appointed
Surveyor-General of the Straits Settlements.

THE EASTERN CRISIS.

The Crown Prince's regiment has left Athens
for the frontier.

Six Turkish gunboats and two torpedo boats
have left Constantinople for the Dardanelles.

The despatch of this fleet has caused general
surprise, as it is doubted whether the vessels

are seaworthy.

THE GERMAN NAVY.

Despite the strongest urging by the Govern-
ment, the Reichstag has rejected the vote for
new cruisers.

THE FORMOSA BANK.

TOKIO, March 15th.

In the House of Peers to-day the Formosa

Bank Bill was discussed briefly and finally
passed.

[We give details of this Bill in our last issue.]

THE CURRENCY BILL.

TOKIO, March 15th.

The House of Peers read the Currency Bill a
first time to-day.

Count Matsugata, the Premier, spoke at
length, his speech being identical in substance

with that which he delivered in the Lower House.

Mr. Murata Tamoto thought the change in
the currency system was a good one in itself;

but he feared the result might be a drain of gold.

He added that in Europe industries were highly

developed, and this placed the gold monetary

system on a substantial basis. In Japan, how-
ever, the situation was quite different. He asked

whether the Premier thought the present

development of the industries in Japan was

sufficient to enable the country to adopt the gold

standard.

Count Matsugata replied that the change of

standard was with the object of developing trade

with foreign countries, as well as agriculture,

commerce, and industries.

RIOTS AT ICHOW.

TOKIO, March 15th.

A dispatch from Chungking dated the 13th

instant states that the people have risen to riot

at Ichow in consequence of a famine. The

TELEGRAMS.

SUBSIDIES TO STEAMER LINES.

TOKIO, March 15th.

The Government has decided not to bring
forward at the present Session of the Diet the
Bill for granting subsidies to steam services
between this country and China ports. There
are no funds available, now that it has been
decided to grant 3,400,000 yen to the European
and Trans-Pacific Lines of the Nippon Yusen
Kisha.

NEW UNITED STATES CONSUL
FOR HONGKONG.

We received news from San Francisco to-day
from a subscriber to the Telegraph who writes
us that Colonel James McWilliams, the well-
known agent here for Scarry's Flour Mills, of
California, will soon return to Hongkong as
Consul for the United States.

THE CORBETT-FITZSIMMONS
BATTLE.

It is rumoured that a private telegram received
here yesterday conveys the intelligence that
James Corbett (American) and Robert Fitzsimons
(Australian), champion heavyweight pugilists,
fought to a finish on the 17th instant, the result
being a complete victory for Corbett who
put his man to sleep in the eleventh round.

We have been unable to obtain any definite
information on the subject, and the statement
that the officials of the Olympia cabled for the
news is, we understand, false.

SIR CLAUDE MACDONALD.

SHANGHAI, March 15th.
We learn by wire from Peking that the British
Minister, Sir Claude MacDonald, left on Wed-
nesday for a visit to some of the northern
ports. —*N. C. Daily News.*

The *China Gazette* says:—The British Minister,
Sir Claude MacDonald, is expected at Shanghai
shortly. He is going south and it is reported
that the West River forms part of his itinerary.

ANOTHER "HOLD UP" IN
HONGKONG!

Between 3 and 4 o'clock this afternoon three
armed men entered a painter's shop, at No. 36,
Queen's Road East. There was only a small
boy on the premises and they tied him up, after
which the party ransacked the place and
decamped.

FATAL ACCIDENT ON H.M.S.
"GIBRALTAR."

Information has reached London that a fatal
accident occurred, on Feb. 11th on the cruiser
"Gibraltar," on the Cape of Good Hope station.
While a party of seamen were testing primers for
11-inch torpedoes the following were killed:—
Albert Molly, able seaman; Joseph H. Judd,
leading seaman; Albert W. Robe, able seaman

THE HONGKONG TELEGRAPH, TUESDAY, MARCH 23, 1897.

NEWS BY THE AMERICAN MAIL.

LONDON, February 22nd.
Blanche, Marchioness of Waterford, is dead. The afternoon newspapers comment favorably upon the announcement made by the American correspondent of the London *Times* that Colonel John Hay has been selected by President-elect McKinley to be the successor of Bayard as Ambassador of the United States.

The *Pall Mall Gazette* says: The selection is in every way admirable. Great Britain has always been fortunate in the Americans Ambassador and in Mr. Bayard's successor she is particularly so.

M. Blondin, the celebrated tight-rope walker, who was the first person to cross Niagara Falls on a tight rope, died from diabetes to-day at Ealing, a suburb of London.

A dispatch to the *Daily Mail* from Berlin says: Emperor William is confined to his room by reason of an abscess on his right knee. He will probably be ill and unable to leave the palace for several days.

Speaking in the Commons on the bombardment of Crete Sir William Vernon Harcourt, the Liberal leader, who was loudly cheered by the Opposition, said the time had come when the voice of England ought to be heard. *Contra*, "William says: What is the intervention of England? Why are we in Crete? What are we doing there? The only policy worthy of the Government of England," said Sir William, "is to end Crete from Turkish rule. Public opinion is shocked at England appearing as the active opponent of the Greeks. The bombardment has placed England in a false position in the eyes of the world. I protest that Great Britain should not take up arms against a people fighting for freedom."

WASHINGTON, February 22nd.

Senator Sherman said to-day in reference to the pursued interview with him self in the New York *Journal*, in which he was quoted as favouring war with Spain:

"It is a lie from beginning to end. I am surprised that the journal should make such a statement. I wish you would denounce it as emphatically as possible."

No further steps were taken by the State Department to-day in the case of Dr. Ruiz, the American citizens murdered in his cell at Guadaluca.

HAVANA, February 22nd.

Consul-General Lee has resigned. His letter resigning his resignation under certain conditions goes by the next mail. He determined some days ago to take such a step if he were not upheld in his efforts to protect all American citizens in Cuba. The Consul-General asked the State Department that he be authorized to demand the release of citizens of the United States confined in Cuban prisons under the same illegal conditions as was the ill-fated Ruiz. Such authorization has not been granted him.

THE LIGHT DUES QUESTION.

PROTEST OF BRITISH SHIPPOWERS.

The following letter has been addressed to the Secretary of State for the Colonies by the representatives of the principal British Steamship Lines trading with this Colony (with the exception of the Indo-China Steam Navigation Company, Ltd., which decided to sign it) protesting against the imposition of a permanent tax of 2½ cents on shipping visiting the port, and urging that the port should again be constituted as absolutely free one:

London, 13th February, 1897.

SIR.—We have the honour to address you in reference to a proposal that a fixed charge of 2½ cents per ton should in future be imposed as Light Dues on all shipping entering the harbour of Hongkong, made at a meeting of the Legislative Council of that Colony held on 3rd December last, when this proposal received the concurrence of His Excellency the Governor, the circumstances of the case being as follows:—

Previous to April, 1890, the impost levied on shipping under the denomination of Light Dues was made at the rate of 1 cent per ton, but at a meeting of the Legislative Council held on the 11th December, 1890, an Ordinance was passed authorising a special addition to this charge of 1½ cents per ton, for the purpose of meeting the expenditure to be incurred in connection with the erection of the Gap Rock Lighthouse. At this meeting it was, however, stated by His Excellency Sir William des Voeux, that at that time the Governor of Hongkong, that this additional tax would be called the Gap Rock Lighthouse Tax and that it would cease when the Gap Rock Lighthouse expenditure was paid off. A verbatim report of the circumstances under which this pledge was given will be found in the annexed copy of a letter from the General Chamber of Commerce to the Colonial Secretary at Hongkong, dated the 20th July, 1890.

In that letter it is also pointed out that, in accordance with an official return issued by the Hongkong Government, the total amount raised under this additional levy of 1½ cents per ton had exceeded the sum expended on the Gap Rock Lighthouse, the telegraphic cable connecting it with Hongkong, and the cost of maintenance, by upwards of \$40,000, and the Committee of the Chamber of Commerce, therefore, suggested that the time had arrived to ask the Government to redeem the pledge given by Sir William des Voeux, and to abolish this additional tax on shipping.

It appears that, beyond the mere acknowledgement of its receipt, no reply has been made by the Government to the letter of the Chamber of Commerce, but on the 3rd December last it became publicly known in Hongkong (through the medium of a correspondence on this subject, which was published in the *China Mail* of that date) that His Excellency the Governor had, on the 12th November, made a private communication to the Unofficial Members of the Legislative Council to the effect that this additional levy, if continued, was estimated to yield during the year 1897 about \$65,000, and that if it were withdrawn, the official estimates of expenditure for the year 1897 would exceed the revenue by that amount. He, therefore, requested their opinion whether it would be preferable to continue to levy Light Dues at the total rate of 2½ cents per ton, or to devise some alternative source of revenue in order to make good the deficiency in the official estimates which would result if the special charge of 1½ cents per ton were abolished, as suggested by the Chamber of Commerce.

Having regard to the dates of the letter from the Chamber of Commerce (3rd July, 1890) and of His Excellency the Governor's communication to the Unofficial Members (12th November, 1890), it seems unquestionable that the estimates referred to in the latter must have been prepared by the Government a considerable later date than that of abolishing the additional levy was brought to their notice, whilst the financial difficulty which the Unofficial Members were requested to solve was not placed before them until a comparatively short

period before the estimates referred to had to be officially discussed and passed.

We refrain from making any observations on the facts of the case thus brought under your notice, but the matter will be found to be set forth in further detail in the letter from the Hon. T. H. Whitehead to His Excellency the Governor of Hongkong, dated the 2nd December, 1896, which is included in the published correspondence above referred to.

In replying to the communication from His Excellency the Governor, the Unofficial Members of Council were unanimous in considering that he should redeem the pledge given by his predecessor, to the effect that the special Light Dues rate should cease; but the majority of them echoed the suggestion made in His Excellency's letter that for the future a fixed rate of 2½ cents per ton should be imposed as Light Dues on all shipping entering the harbour. But it must be pointed out that the Unofficial Members of Council present at the meeting at which the subject was discussed, were who in favour of this proposal, were absolutely unconnected with the shipping interest of the port, and were mainly representatives of landed property rather than of commercial enterprise.

In bringing this fact under notice, we do not for one moment impute any anti-shipping action on the part of these gentlemen, but we simply call attention to what must reasonably be felt to be the natural bias of their views.

As soon as the action of His Excellency the Governor became publicly known in Hongkong, it called forth a protest from the shipping and mercantile interests affected, copy of which is also attached. It will be seen from this document that the present estimated cost of the whole Lighthouse establishments of the Colony amounts to less than \$17,000 per annum, whilst the estimated amount to be raised by the imposition of a charge on shipping of 2½ cents per ton is \$113,000 per annum. It is, therefore, beyond question that the proposed fixed additional charge of 1½ cents per ton is to be devoted to purposes in no way connected with shipping; and, in view of the fact that the advancement and welfare of Hongkong is due to its having been a free port, we submit that the unfairness and unwise of the proposed tax are clearly apparent.

We, therefore, respectfully express the hope that you will instruct His Excellency the Governor of Hongkong that the additional charge of 2½ cents per ton, under the denomination of Light Dues, which was imposed in a terminable way, for the purpose of covering a given expenditure on the Gap Rock Lighthouse, should now be discontinued, and that it shall not be reimposed on either a totally different ground.

We venture to add that, in our judgment, it would be for the true interest of the Colony that the port of Hongkong should be restored to that status of perfect freedom which so long existed, for it was this freedom from dues and imposts of all kinds which made Hongkong the important entrepot of trade that it now is, and which would be certain to advance its prosperity still further as one of the great shipping ports of the world. We have the honour to be, Sir, your most obedient servants,

H. J. HOPE,
Secretary P. & O. S. N. Co.,
Ocean Steamship Co.

J. S. SWIPE,
John Swire & Sons,
Managers China Navigation Co., Ltd.

MCGREGOR GOW & CO.,
"Glen" Line.

For the China Mutual S. N. Co., Ltd.,
W. A. GULLAND, Managing Director.

M. SAMUEL & CO.,
"Shell" Line.

The Mogul Steamship Co., Limited,
H. S. KENNEDY, Secretary.

Jenkins & Co., Limited,
NOEL J. JENKINS,

"Shie" Line, Director.

WM. THOMPSON & CO.,
"Bee" Line.

WILLIAM G. PEARCE,
Chairman of Scottish O. S. Co., Ltd.,
and Chairman Northern P. S. Co.

To the Right Hon. Joseph Chamberlain,
Secretary of State for the Colonies.

This correspondence was also published in the *Hongkong Telegraph* on the 3rd December, 1896.

NAVAL AND MILITARY NOTES.

The Star, top-deck destroyer, built by Palmer's Shipbuilding Company, lately went through her steam trials. She attained an average speed of 32.05 knots.

The official trial of the torpedo-boat Jeannette Hyatt, built by Messrs. Yarrow for Chile, took place last month, when a speed of 35.2 knots was obtained.

The keel of the new battleship Ocean was laid at Devonport last month.

Measles of a mild form has broken out on board the Impregnable, a training ship at Devonport, on which there are about 1,300 boys.

The Medical Staff Corps are no longer to be instructed in the transport of sick and wounded by litter, and those means of conveyance have been withdrawn from the equipment of the Corps.

The Committee of the Royal Military Tournament having ascertained that a large number of representatives of the Colonial forces will be in London during the tournament, have decided to offer prizes for intercolonial competitions. They are also arranging Colonial displays in which the soldiers of Great Britain will take part.

The Ladies' Central Committee of the Navy League gave an "At Home" by permission of Mrs. Syms Thompson, at 33, Cavendish Square the other day. Dr. Maguire, and Sir Richard Temple were present.

We are pleased to see that the powerful harbour-defence ship *Tweed* is at present moored on the town, instead of in her usual berth at Kowloon. When the "stranded relations" at present existing in Europe are taken into consideration, one cannot but feel that the Naval Authorities have now provided against all contingencies which may possibly arise in the near future. We feel convinced that the residents will sleep the sounder for the knowledge that such a powerful vessel is watching over them. Surely nothing is to be feared whilst the *Tweed* and *Aberdare* are here, in all their glory, to defend us!

Says the *Army & Navy Gazette*:—Should any necessity arise for still further strengthening the British Mediterranean fleet, the *Zeddywold*, first-class cruiser, Captain W. Wilson, and the *Athens*, second-class cruiser, Captain John Verrier, which left Portsmouth on 14th February with relief crews for the China Station, can be attached by Admiral Sir John O. Hopkins, on their passage through the Mediterranean; while the *Royal Arthur*, first-class cruiser, Capt. King Hall, will leave Portsmouth shortly with relief crews for the Australia Station, and will also pass through the Mediterranean, so that she, too, may be detained if necessary. The *Bleasdale*, cruiser, Captain F. C. Bridgeman, has left Portsmouth to rejoin the Channel Squadron, and convey as far as Gibraltar the *Monarch*, Captain R. O. B. Bruce. The *Monarch* is by no means a modern battleship, but should it be considered necessary she can be diverted from her trip to the Cape, where she is to be employed as receiving ship, and be temporarily attached to the Mediterranean Fleet.

Hearing regard to the dates of the letter from the Chamber of Commerce (3rd July, 1890) and of His Excellency the Governor's communication to the Unofficial Members (12th November, 1890), it seems unquestionable that the estimates referred to in the latter must have been prepared by the Government a considerable later date than that of abolishing the additional levy was brought to their notice, whilst the financial difficulty which the Unofficial Members were requested to solve was not placed before them until a comparatively short

THE WOOSUNG RAILWAY.

IMPERIAL EDICT.

An edict arrived here (Shanghai) on the 17th March and is already operative, by which the price of land held by native owners may be purchased for the Woosung Railway at prices varying from Tls. 30 to Tls. 200 per mu according to location. The purchase of foreign-owned land may require some adjustment, and which provision is now being made.

At present almost the whole of the route is pegged out, starting from the Woosung end, and the raising of the road bed is about to be commenced, while from 300 to 600 mu of granite ballast for the line has already been delivered by native contractors. All possible despatch is being used to hurry the line along and the various obstacles which beset it at the outset are gradually being overcome.—*Mercury*.

MARITIME CASUALTIES.

COLLISION OF FF. FOOTOUN.

SHANGHAI, March 20th.
An unfortunate accident happened to-day in the river. On the arrival of the *Yeijo Maru*, Capt. Hawell, to-day, and when opposite the Pootung wharves she left, go her anchor, and in swimming round the same in contact with the *Clan Mackenzie*. Before getting clear of each other both vessels were seriously damaged, the *Clan Mackenzie* had a hole knocked in each bow, besides having her head gear, etc., carried away. The *Yeijo Maru*'s starboard quarter-boats davits were carried away and her quarter-boats smashed up; the woodwork of her starboard quarter was damaged, as well as several of her plates cut into and bulged. The *Clan Mackenzie* suffered some damage with the tide. The Japanese steamer is now at the Pootung wharves, and the *Clan Mackenzie* is in her old place again.

A PILOT SCHOONER RUN DOWN.

About 4.30 yesterday afternoon the pilot schooner *C. P. Blitzen* was run down by the German steamer *Chusan*, bound inward. It appears that the schooner was getting underway in order that Pilot Tonnengen might board the *Chusan* and bring her up to Shanghai, when the collision occurred. There were three foreigners on board at the time of the accident, viz., Messrs. Hjornerup, Tonnengen, and an apprentice pilot. As the vessel did not sink till two hours after she was run into there was ample time for all hands to leave her and board the steamer. The steamer *Kingfisher*, from the north, which arrived here this morning, reports that the masts only of the schooner are showing above water some 2 miles S.E. of Tongha.

RIGHT STEAMERS ABOARD IN THE PINHO.

The steamer *Hilfburg*, Captain Warwick, which arrived from Tientsin to-day reports the Peho river to be in a very bad state this year. When the *Hilfburg* left there were eight steamers ashore in the N.W. reach of the river. The *P. & T. Times* says, although there is plenty of water in the upper reaches of the river, there are only about 10 ft. 6 in. in the North-West Reach, and most of the steamers have been unable to get up without lightering there. The river water coming down is very thick, and it looks as if 1897 was going to be a repetition of 1895 as regards the state of the river. This will probably have the effect of spurring the Chinese on to take immediate measures to improve the river. It is very satisfactory to learn that the Chinese officials are awake to the necessity of doing something, and that there is every hope that operations will be begun at once to put locks on the canals.—*Mercury*.

SAILING SHIPS MISSING.

The sailing ship *T. R. Oaks*, which left Shanghai on May 19th last, and having completed loading at Hongkong left for New York, has never been heard of since. The sailing ships *Ansonia* and *Saratoga*, which left New York for Shanghai on August 19th and 20th, have also never been heard of.—*China Gazette*.

A VESSEL BOTTOM UP.

Officers of the British steamship *Gattee*, which arrived at New York from Rio de Janeiro on Jan. 21st, reported having passed close to a large wooden vessel, bottom up, on the night of January 16th. Lying at a short distance away was a larger iron ship.

The officers, according to the *New York Herald*, believe that the two had been in collision. The night was too dark for either craft to be identified. No signal for assistance was made, and the *Gattee* did not stop to investigate. The locality is given as latitude 25 degrees 24 minutes north, longitude 61 degrees 45 minutes west.

On the outward voyage the *Gattee* also sighted a four-masted derelict stranded on a reef near Penang. It was thought at first that this cleared up the mystery of the now long-vanished clipper, *Lord Dufferin*, which sailed from Montevideo on October 5th, and which has not since been heard of, but subsequent investigation proved that the wreck was that of the British ship *Crown of Austria*, which was stranded there two years ago.

The Japanese min-of-war *Fuso*, after manœuvring outside the port of Shimidzu on the 13th, returned to the harbour in the afternoon and cast anchor near the steamer *Buyo Maru*, of the Nippon Shosen Kaisha. At the time the steamer was getting up steam. Suddenly a gale arose and the vessel was blown on to the piers of the warship. She damaged her hull considerably and only escaped sinking by running aground.

TO HIS LORDSHIP.—Witness did not notice any blood about the place when making his search for arms. When the body was first exposed no marks made no remark, but his face turned red. He made no effort at all to leave the room when the box was being opened. The cord around the box was tied tightly.

Dr. Herbert Lloyd Penny, R.N., now serving at the Government Civil Hospital, described the result of an autopsy he had made on the body. There was an incised wound 4 in. long in the throat and the external jugular on the left side and the superficial suture were divided. There was a bruise around the right wrist and one on the back of the hand. Death had taken place not less than 24 hours before, and was due to hemorrhage from the wound in the throat. Had a surgeon been called in when the wound was first inflicted the woman's life could have been saved.

TO THE ATTORNEY-GENERAL.—The bruises could have been caused by a man holding her. It would have been possible for the wound in the throat to have been self-inflicted.

TO MR. FRANCIS.—The wound was deeper on the left side than the right. It was the sort of wound that would be produced by a right-handed person cutting his own throat. There was a slight abrasion of the skin on the lip of deceased, possibly caused by rough handling after death. The body might have been dead three days when he examined it. The chopper produced could have inflicted the wound described. We saw some slight marks or stains on the blade.

TO HIS LORDSHIP.—Deceased might have lived for an hour without attention after being wounded.

TO MR. FRANCIS.—The windpipe was not severed and deceased could have called out after being wounded. Rigor mortis might begin within 2 hours and die away.

TO HIS LORDSHIP.—The wound was made with a cutting and stabbing instrument.

The Chinese interpreter of the charge room next related the circumstances previous to the prisoner making the statement.

TO THE ATTORNEY-GENERAL.—Said that the statement made by Francis as evidence.

Mr. Francis objected, raising the point that no statement was admissible unless evidence from all the persons present was taken to show that threats were made previous to the prisoner making the statement to Inspector Stanton when he was arrested.

His Lordship upheld the objection.

The following was the statement put in by the Attorney-General and read by the Interpreter:—

Intimations.

It is

WASTE OF TIME

for us to "puff" our preparations, as every maker's goods are "the best" in his own estimation.

PEACH-BLOSSOM SOAP

AND

CHAMPAGNE BITTERS,

are number ONE.

Proprietors,
Hongkong, 13th February, 1897.

WATKINS & CO.,

Shipping.

STEAMERS.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"MENMUIR,"
Captain McArthur, will be despatched for the above Ports on THURSDAY, the 25th instant, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures a plentiful supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 16th March, 1897. [405]

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.
(Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TOKIO MARU,"
Captain E. S. Bartholomew, will be despatched for the above Ports on FRIDAY, the 26th March, at 4 P.M.

This Steamer possesses Superior Passenger Accommodation and carries a duly qualified Doctor and a European Stewardess.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, 22nd February, 1897. [333]

FOR SINGAPORE HAVRY AND HAMBURG.

(Calling at NAPLES for landing Passengers if sufficient Inducement offers.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL and BREMEN.)

THE Steamship

"IRENE,"
Captain R. Schüller, will be despatched for the above Ports on SATURDAY, the 27th instant, at 5 P.M.

This Steamer has Superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to SIEMSEN & CO., Agents.

Hongkong, 22nd March, 1897. [495]

THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1897.
(Subject to Alteration.)

Chittagong..... | Saturday.... | 27th March.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"CHITTAGONG,"
will be despatched hence for VICTORIA (B.C.), and PORTLAND, OREGON, via KOBE and YOKOHAMA, on SATURDAY, the 27th March.

Consular Invoices of Goods for United States Ports should be in QUADRUPLETS; and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further Information as to Passage and Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 16th March, 1897. [403]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG,"
Captain Outerbridge, will be despatched as above on WEDNESDAY, the 31st instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 22nd March, 1897. [494]

NIPPON YUSEN KAISHA.

TRANS-PACIFIC LINE.

MONTHLY SERVICE.

FOR SEATTLE, WASHINGTON, VIA MOJI, KOBE AND YOKOHAMA.

(Through Passenger Tickets and Bills of Lading issued for the principal Cities in the UNITED STATES, CANADA and EUROPE, in connection with the Great Northern Railway and Atlantic Steamers.)

THE Company's Steamship

"WAKANOURA MARU,"
Captain Allen, will be despatched hence on THURSDAY, the 1st April, at 4 P.M. for MOJI and KOBE, forming connection at the latter port with the Company's Steamship "MATSUMAYAMA MARU," which will take on the Cargo and Passengers destined for SEATTLE and POINTS BEYOND.

Consular Invoices for the United States should be in QUADRUPLETS, and one Copy must be mailed by the Steamer to the care of the FREIGHT AGENT, Great Northern Railway, Seattle, Wash.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, 22nd March, 1897. [497]

FOR NEW YORK, VIA SUEZ CANAL.

THE British Steamship

"BRECONSHIRE,"
Captain Peebles, will be despatched for the above Port on or about the 3rd April.

For Freight, apply to SHEWAN, TOMES & CO.

Hongkong, 5th March, 1897. [409]

FOR VLADIVOSTOCK, VIA SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI, FUSAN AND GENSAN.

THE Company's Steamship

"JACOB DIEDERICHSEN,"
Captain Schlesier, will be ready to load here on or about FRIDAY, the 9th April, for the above Ports, and will have quick despatch.

For Freight, apply to MELCHERS & CO.

Hongkong, 17th March, 1897. [474]

FOR SAN FRANCISCO.

THE American Bank

"COLOMA,"
Noyes, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & CO.

Hongkong, 4th February, 1897. [344]

FOR SAN FRANCISCO.

THE American Bank

"FLUID,"
Noyes, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & CO.

Hongkong, 10th February, 1897. [379]

SAFETY.

SOFT SOAP.

FLUID

THE BEST DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & CO., Bank Buildings.

Hongkong, 12th May, 1897. [310]

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERAK GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"KAISAR-I-HIND,"

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for HOBART, on THURSDAY, the 25th March, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London); other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Ships are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE,

Superintendent,

Hongkong, 12th March, 1897. [3]

NORDDEUTSCHER LLOYD,

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN and HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIK PORTS:

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.E.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

Sachsen | Tuesday... | 26th March.

Boysen | Tuesday... | 27th April.

Prins Hendrik ... | Tuesday... | 25th May.

ON TUESDAY, the 30th day of March, 1897, at 9 A.M., the Company's Steamship "SACHSEN," Captain H. Sommer, with MAIL, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 27th March. Cargos and Specie will be received on board until 5 P.M. on MONDAY the 29th March, and Parcels will be received at the Agency's Office until NOON on MONDAY, the 29th March. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation, and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to MELCHERS & CO., Agents, Hongkong, 2nd March, 1897. [390]

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES:

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.

Excellent accommodation. First-class Table, DOCTOR and STEWARDESSES carried.

HONGKONG TO NEW YORK \$350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

Olympia | 2,658 | Tuesday... | 1/April.

Bremen | 3,600 | Tuesday... | MAY 1.

Tacoma | 2,540 | Tuesday... | May 2.

Victoria | 3,167 | Tuesday... | June 1.

Olympia | 2,658 | Tuesday... | June 2.

THE Steamship

"OLYMPIA,"

Captain J. Truthidge, sailing at Noon, on TUESDAY, the 13th April, will proceed to VICTORIA (B.C.), and TACOMA (Wash.), via KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian, and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the Steamer to the care of the Freight Agent, North America Pacific Railroad, Tacoma, Wash.

Parcels must be sent to one Office, with address marked in full, by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & CO., General Agents, Hongkong, 3rd March, 1897. [464]

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